

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Marion Historic District Inventory Number: S-270
Address: Intersection of MD 667 and MD 357 Historic district: ☒ yes ☐ no
City: Marion Zip Code: 21838 County: Somerset
USGS Quadrangle(s): Marion
Property Owner: Multiple Owners Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Proposed Tower Site: Marion, Somerset County, Maryland Agency: Maryland Dept. of Budget and Management
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Stephanie Foell and Stacey Streett Date Prepared: 3/24/2005
Documentation is presented in: Proposed Tower Site: Marion, Somerset County, Maryland
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: Marion Survey District
Inventory Number: S-270 Eligible: ☒ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Marion Survey District:

This form serves to document changes to resources within the Marion Historic District. The district was surveyed in 1987, and individual Maryland Inventory of Historic Property forms were completed for select resources. A Determination of Eligibility Form and corresponding National Register-Eligibility Form for the Marion Historic District were completed in 2001. The district was determined to be eligible for the National Register under Criteria A and C, and a boundary for the historic district was submitted.

Since the previous documentation was completed, several resources within the Marion Historic District have been altered. Both the Marion Freight (S-267) and Passenger (S-266) Stations have been renovated. The passenger station had little integrity when it was surveyed in 1987; however, the freight station had not been drastically altered at the time of the 1987 survey. Exterior modifications to these buildings include replacement of roof and wall cladding, replacement entrance doors and fenestration, and the addition of wood-frame entrance landings. While the buildings have been heavily altered, their essential building forms remain, and they continue to convey their railroad station associations.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: District was determined eligible in 2001.

Andrew Lewis
Reviewer, Office of Preservation Services

4/7/05
Date

John Kuntz
Reviewer, National Register Program

4/7/05
Date

200500858

The Old Bank of Marion (S-262), which operated as the Marion Pharmacy in 1987, has been abandoned and fallen into disrepair since the initial survey of Marion was conducted.

In addition, the Whittington Grain Elevator (S-269) has been heavily modified since 1987. This resource is located just slightly south of the passenger and freight Stations. The actual grain elevator projection is no longer extant; instead, a shed-roof partition punctuates the north elevation of the side-gable grain warehouse. New entrances have been added to the east elevation since the building was previously surveyed.

As one of the oldest surviving businesses in Marion, the façade of the J. Stanley Adams Hardware Store (S-268) has been slightly modified by the application of decorative, jigsaw-cut corner brackets on either side of each support post, under the eave of the full-width, one-story front porch.

Significance

Despite these alterations, the Marion Historic District remains eligible for the National Register of Historic Places under Criteria A and C. Please see the 2001 Determination of Eligibility Form for the significance statement as approved by the Maryland Historical Trust.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

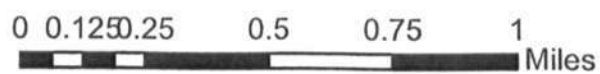
Date

Reviewer, National Register Program

Date



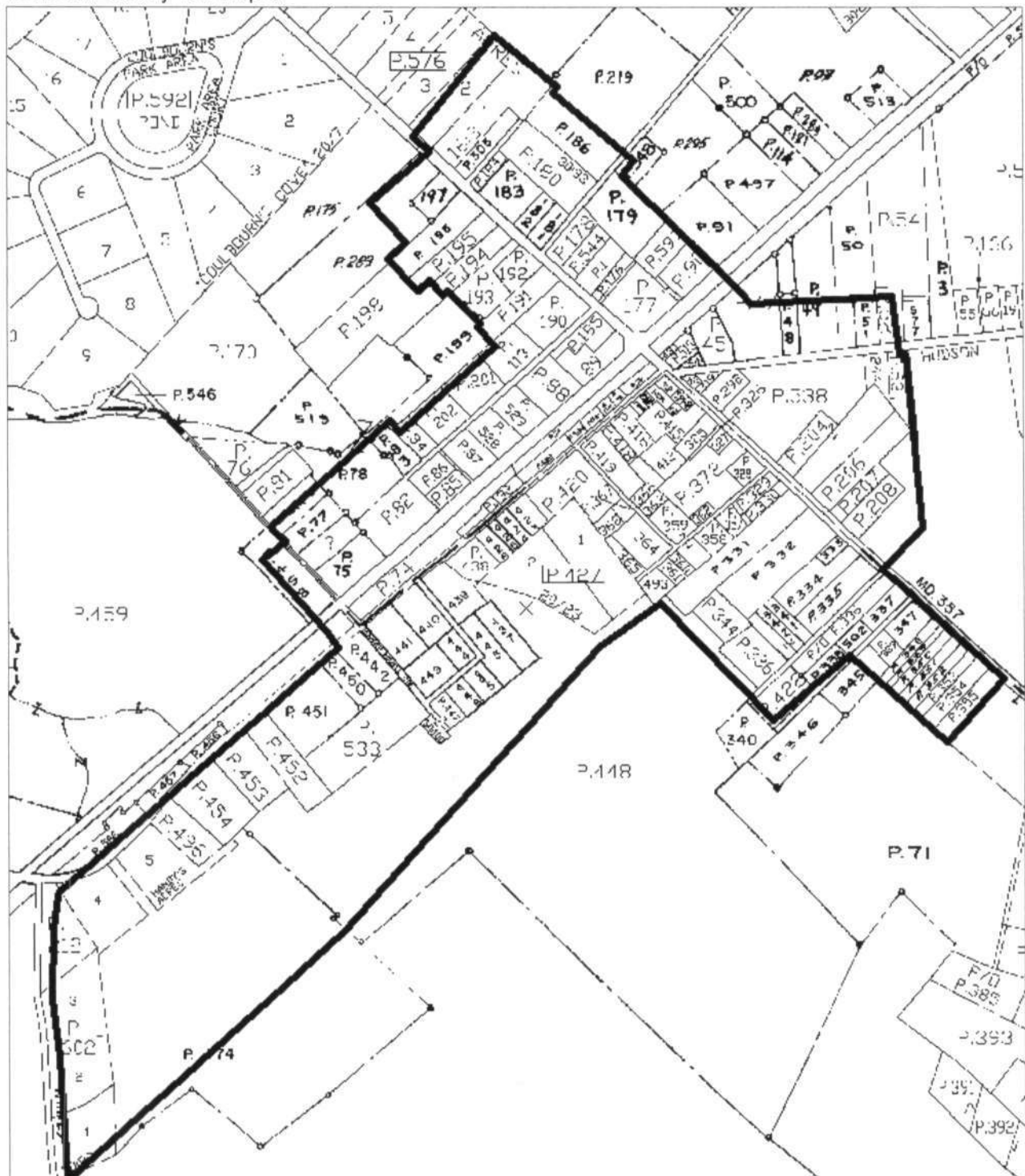
Marion Historic District (S-270)
 USGS Quadrangle, Marion
 Marion, Somerset County, Maryland



S-270

Marion Historic District

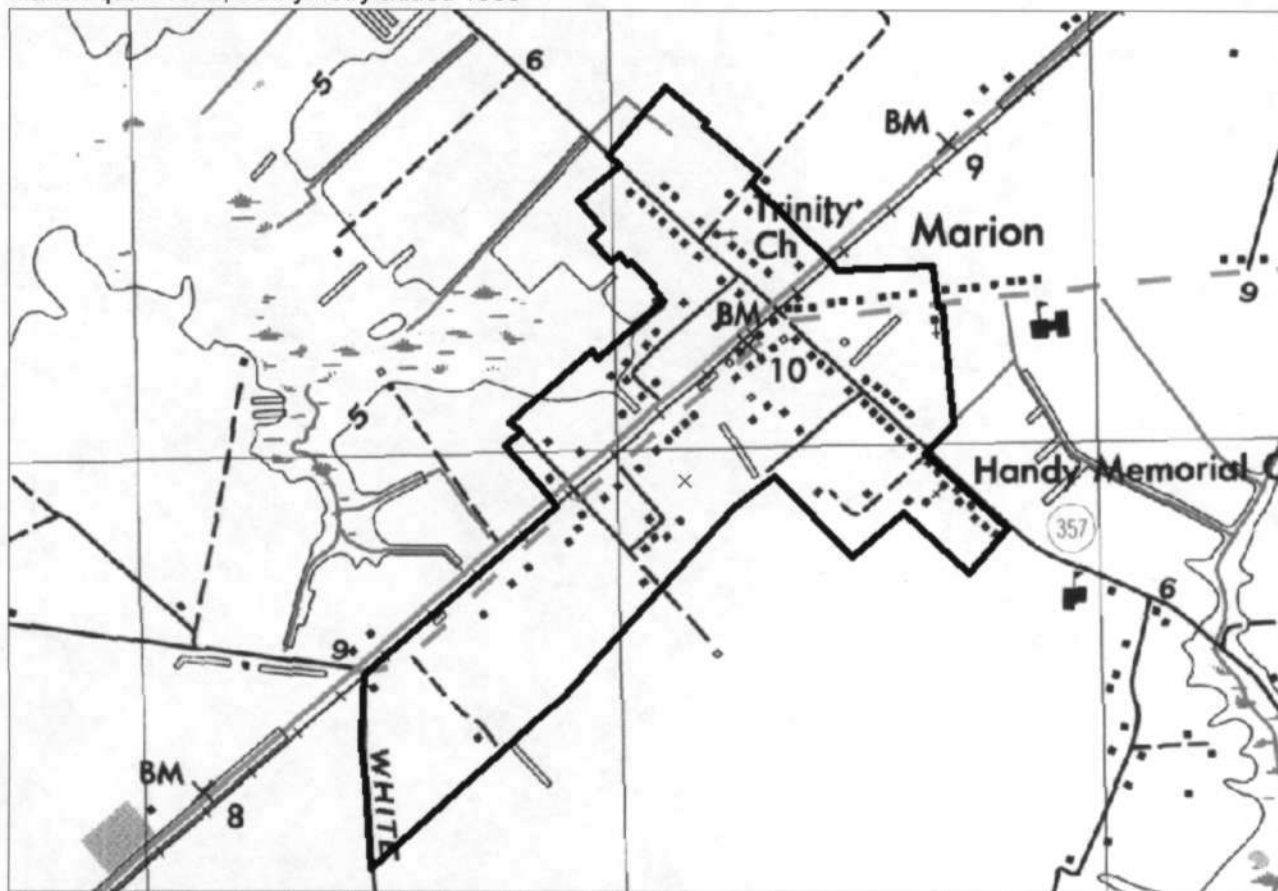
Somerset County Tax Map 57



S-270

Marion Historic District

Marion quad 1972, Bathymetry added 1986



National Web Map Service 6" Orthophoto Map, c. 2010





MDHP# S-270

Marion Historic District, Route 667
Somerset County, MD

Stephanie Foell

August 2004

MD SHPO

North on Route 667, Whittington Grain Elevator (S-269)
on W. Side of Route 667

1/5



MDHP # S-270

Marion Historic District, W. Side of Route 667
413

Somerset County, MD

Stephane Foell

August 2004

MD SHPO

View of Eastern Shore National Bank (S-265)

2/5



MDHP # S-270

Marion Historic District, east side of Hudson Corner Rd.
Somerset County, MD

Stephanie Foell

August 2004

MD SHPO

View of J. Stanley Adams Hardware (S-268)

3/5



MIHP # S-270

Marion Historic District, west side Route 667
Somerset County, MD

Stephanie Foell

August 2004

MD SHPO

View of Marion Freight (S-267)
and Passenger Station (S-266), W. side of Route 667

4/5



MEHP# S-270

Marion Historic District, Corner of Tulls Corner Rd.
and Hudson Corner Rd.

Somerset County, MD

Stephanie Foell

August 2004

MD SHPO

View of Old Bank of Marion (S-262)

5/5

ART-2611 <No. 35A>009
396 7817 -1 N N N-44 <B42>©

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ☒ X
no ☐

Property Name: Marion Historic District Inventory Number: S-270

Address: _____ City: Marion Zip Code: 21838

County: Somerset USGS Topographic Map: _____

Owner: _____

Tax Parcel #: _____ Tax parcel Map Number: _____ Tax Account ID Number: _____

Project: CDBG Grant MD-00-CD-33 Agency: _____

Site visit by staff ☒ X no ☐ yes Name: _____ Date: _____

Eligibility recommended ☒ X Eligibility not recommended ☐

Criteria: ☒ X A ☐ B ☒ X C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☐ yes Name of District: _____

Is district listed? ☐ no ☐ yes District Inventory Number: S-270

Documentation on the property/district is presented in:

MHT Library; S-270

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Marion, Maryland is the most complex rural crossroads located along the old Pennsylvania Railroad between Princess Anne and Crisfield. With its location in the center of a large agricultural region, Marion became a significant loading and shipping center for agricultural products through the first half of the twentieth century. It has been called by many the "strawberry capital of the state" due to the volume of market strawberries that were shipped from Marion's strawberry block. The town is also distinguished by the fact that it was the home of the first county hospital, situated in a two-story frame structure that remains unused on the southwest corner of the center crossroads. Standing on the northwest corner is one of the County's best preserved rural bank buildings with its Neo-classical façade and pedimented front entrance. For more information, refer to the Inventory Form S-270 in the MHT Library

Prepared by: C. Andrew Lewis Date Prepared: 05/15/2001

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ X Eligibility not recommended ☐

Criteria ☒ X A ☐ B ☒ X C ☐ D Considerations ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

MHT Comments:

C. Andrew Lewis

May 15, 2001

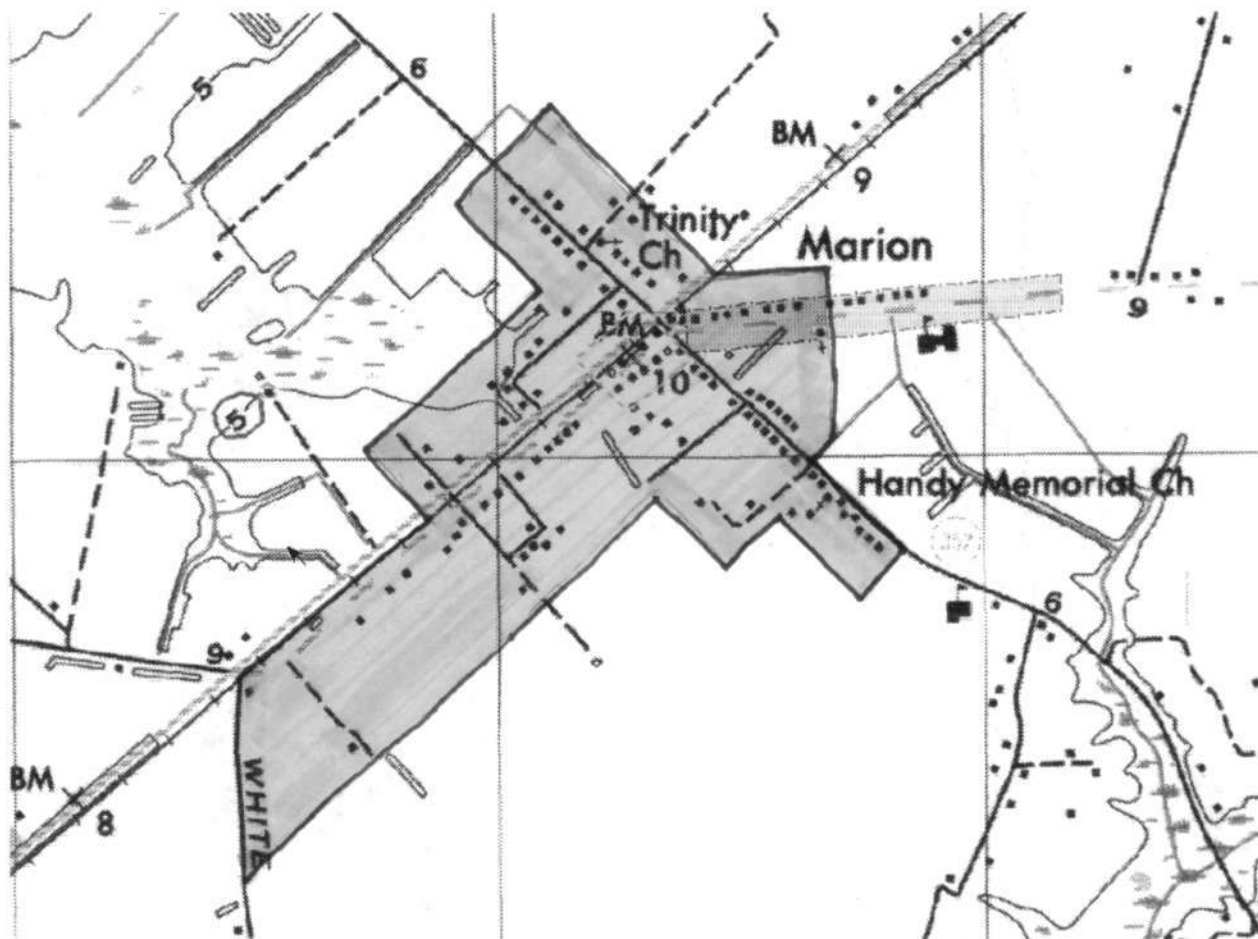
Reviewer, Office of Preservation Services

Date

B. Kuntz
Reviewer, NR Program

5/23/01
Date

MARION HISTORIC DISTRICT
MARION QUAD; S-270
NATIONAL REGISTER ELIGIBLE



S-270
Marion Survey District
Marion
private and public

Nineteenth and
Twentieth centuries

Marion, Maryland, is the most complex rural crossroads located along the old Pennsylvania Railroad between Princess Anne and Crisfield. With its location in the center of a large agricultural region, Marion became a significant loading and shipping center for agricultural products through the first half of the twentieth century. It has been called by many the "strawberry capital of the state," due to the volume of market strawberries that were shipped from Marion's strawberry block. The town is also distinguished by the fact that it was the home of the first county hospital, situated in a two-story frame structure that remains unused on the southwest corner of the center crossroads. Standing on the northwest corner is one of the county's best preserved rural bank buildings with its Neo-classical facade and pedimented front entrance.

With the construction in 1866 of the Crisfield branch of the Eastern Shore Railroad (later absorbed into the Pennsylvania Railroad system), several stations were erected along its path to service local rural communities. Stations were located in Westover, Kingston, Marion and Hopewell before ending in Crisfield. Marion was named for John C. Horsey's daughter, Marion, since John Horsey was responsible for donating the right-of-way for the railroad. Due to the large rural population surrounding Marion, the small depot village developed into a service oriented village for the local agrarian economy. By 1877, Marion boasted several craft-related workshops including two carpenter shops, two blacksmiths, and two wagon shops. Located on each corner of the crossroads was a general store, and east of the intersection were two blacksmith shops as well as the

Methodist Protestant Church. From the 1877 atlas it appears that these structures were accompanied by at least ten dwellings. During the last decade of the nineteenth century and the first quarter of the twentieth century, Marion witnessed its largest expansion, which included not only the rebuilding of the center of town but also the construction of several dozen houses along the two principal roads.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-270

Magi No. 2002704638

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Marion

and/or common Marion Survey District

2. Location

street & number Intersection of MD 667 and MD 357 ☐ not for publicationcity, town Marion ☐ vicinity of ☐ congressional district Firststate Maryland ☐ county Somerset

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational <input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Various Owners

street & number ☐ telephone no.:city, town ☐ state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Somerset Clerk of Court ☐ liberstreet & number Somerset County Courthouse ☐ foliocity, town Princess Anne ☐ state MD 21853

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town ☐ state

7. Description

Survey No. S270

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The village of Marion, Maryland (also known as Marion Station) is situated along the old railforad bed of the Crisfield branch of the Pennsylvania Railroad, first known as the Eastern Shore Railroad. Houses, churches, industrial and commercial structures face two primary roads; either MD 667, which runs on a north-east/southwest axis, or MD 357, which runs from northwest to southeast. On the north side of MD 413, MD 357 changes to Charles Cannon Road. The town limits extend approximately a half-mile in each direction from the center crossroads.

The village consists of around fifty houses, three churches, several store buildings, a bank, a firehall, a post office, old freight and passenger stations, several modern commercial sites/and one major industrial complex. Interrupted rows of commercial building comprise the core of town and face both sides of MD 367. The northwest side of town and the periphery of the business district is characterized by a mixture of frame dwellings and frame or brick churches. The three churches are located on the north, east and west ends of town. Standing at the south end is the massive Whittington Grain Elevator, accompanied by a series of storage silos.

The oldest buildings in the village include a few third quarter of the nineteenth-century houses apparently erected shortly after the railroad was completed in 1866. The Haynes house, a side hall/parlor dwelling located at the south end of town across from the grain silos, is one of the earlier houses distinguished with bracketed eaves. Most buildings, however, date to the last decade of the nineteenth century or the first quarter of the twentieth century and follow traditional as well as popular house forms. Styles range from standard two-story, three-bay cross-gabled frame houses to two-story, irregular plan Victorian houses with decorative sawnwork. With the turn-of-the-century, large two-story "four-square" houses were built along with bungalow style dwellings shipped in pre-fabricated parts on the railroad from the Sears and Roebuck Company's mail order warehouses during the pre-Depression years.

The commercial buildings largely date from the first quarter of the twentieth century. Early twentieth-century single or two-story gable-front frame stores contrast with the two single-story pressed brick bank building erected about the same time. The Old Bank of Marion is one of the most distinctive structures to remain standing in the village with its Classical temple-front and gabled entrance supported by plain pilasters. Also representative of the period is the rusticated concrete block fire hall erected in the center of the town.

Marion's church architecture follows along nationally popular styles. The Marion Baptist Church, the most prominent building in the village, was erected in 1925 in the Neoclassical style. An impressive temple-front supported by a series of colossal square columns is raised on an elevated foundation. By contrast, the Handy Memorial Church on the southeast side of town, was built in a simplified Gothic Revival style.

8. Significance

Survey No. S-270

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Marion, Maryland is the most complex rural crossroads located along the old Pennsylvania Railroad between Princess Anne and Crisfield. With its location in the center of a large agricultural region, Marion became a significant loading and shipping center for agricultural products through the first half of the twentieth century. It has been called by many, the "strawberry capital of the state" due to the volume of market strawberries that were shipped from Marion's strawberry block. The town is also distinguished by the fact that it was the home of the first county hospital, begun in a two-story frame structure that remains unused on the southwest corner of the center crossroads.

HISTORY AND SUPPORT

With the construction of the Crisfield branch of the Eastern Shore Railroad in 1866 (later absorbed into the Pennsylvania Railroad system), several stations were erected along its path to service the local rural residents. Stations were located in Westover, Kingston, Marion, and Hopewell before ending in Crisfield. Marion, derived its name from John C. Horsey's daughter, Marion, since John Horsey was responsible for donating the right-of-way for the railroad. Due to the large rural population surrounding Marion, the small depot village developed into a service-oriented village for the local agrarian economy. By 1877, Marion boasted several craft-related workshops including two carpenter shops, two blacksmiths, and two wagon shops. Located on each corner of the crossroads was a general store, and east of the intersection were two blacksmith shops as well as the Methodist Protestant Church. From the 1877 atlas it appears that these structures were accompanied by at least two dwellings. During the last decade of the nineteenth century and the first quarter of the twentieth century, Marion experienced its largest expansion, which included not only the rebuilding of the center of town but also the construction of several dozen houses along the two principal roads.

9. Major Bibliographical References

Survey No. S-270

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting NorthingB

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Zone Easting NorthingC

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D

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E

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F

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G

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H

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Verbal boundary description and justification _____

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Paul Touart - Architectural Historian

organization Somerset County Historical Trust

date 1/11/85

street & number 424 N. Somerset Avenue

telephone 651-0077

city or town Princess Anne

state MD 21853

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

DESCRIPTION CONTINUED

Marion's industrial thrust has centered on supporting the agriculture of the surrounding countryside. During the early twentieth century the town was one of the major shipping centers for the local strawberry crop, which grew to be one of the largest on the Eastern Shore. Although the railroad track has been removed, the town's railroad structures, the passenger and freight stations, remain standing. Erected alongside the railroad was the Whittington grain elevator and a series of galvanized storage silos.



S-270
Marion Survey District
Marion, MD Quadrangle, 1972

ROAD CLASSIFICATION

Primary highway, hard surface ———— Light-duty road, hard or improved surface ————
Secondary highway, hard surface ———— Unimproved road - - - - -

Trails

○ Interstate Route ○ U. S. Route ○ State Route



QUADRANGLE LOCATION

MARION, MD.
N3800—W7545/7.5

1972

AMS 5860 III SE—SERIES V8330



Marion Survey District

S-270

Marion, Somerset County

Southwest Elevation

10/84, Photographer, Paul Touart

Neg/Md. Historical Trust



Marion Survey District S-270
Marion, Somerset County
Northwest Elevation
10/84, Photographer, Paul Touart
Neg/Md. Historical Trust



Marion Survey District

S-270

Marion, Maryland

Southwest Elevation

10/84, Photographer - Paul Touart

Neg/Md. Historical Trust